

11. (CANCELED)

12. (CURRENTLY AMENDED) A braking method for a vehicle, for use as a safety measure and replacement function in the event that a working brake system of the vehicle fails, ~~in particular a X-by-wire brake system;~~ ✓

~~in which the vehicle is braked with help of by a transmission by means of a defined via engagement of frictional shift elements until the vehicle is substantially at rest, and a combination of frictional shift elements engaged when the working brake system of the vehicle fails[[,]] does not correspond to a shift logic of a gear during normal driving operation of the vehicle [[and]], the method comprising the steps of:~~ ✓

~~engaging at least one additional frictional shift element of the transmission, starting from a gear engaged at a time when the vehicle's working brake system fails, at least one additional frictional shift element of the transmission is engaged in such manner that drive wheels of the vehicle undergo one of a maximum or a specified braking, but such that the vehicle's drive wheels are not locked while an actual speed of the vehicle is greater than a defined value,~~ ✓

~~setting one of a shifting pressure or a torque is set at of an additionally engaged first frictional shift element engaged additionally compared with the normal shift logic, [[a]] with the set shifting pressure or torque to be set, being determined as a function of one or more of a brake pedal actuation force, an ACC-radar sensor (distance control unit) a distance to another vehicle and an actual speed of the vehicle.~~ ✓

13. (CURRENTLY AMENDED) The braking method for a vehicle according to claim 12, ~~wherein further comprising the step of, as soon as the failure of the vehicle's working brake system has been is recognized, automatically braking the vehicle is automatically braked by means of the transmission.~~ ✓

14. (CURRENTLY AMENDED) The braking method for a vehicle according to claim 12 ~~wherein further comprising the step of, if the vehicle's working brake system~~ ✓

fails, automatically braking the vehicle is automatically braked by the transmission
 [[when]] upon actuation of a vehicle brake pedal is actuated. ✓

15. (CURRENTLY AMENDED) The braking method for a vehicle according to claim 12, wherein further comprising the step of engaging, as a function of the vehicle's an actual speed of the vehicle, a respective shift element combination is engaged, whereby optimum or maximum vehicle braking is achieved with a least possible stress on the transmission or frictional shift elements of the transmission. ✓

16. (CURRENTLY AMENDED) The braking method for a vehicle according to claim 12, wherein further comprising the step of a shift takes place to a second additional frictional shift element of the transmission compared with the normal shift logic, when a limiting thermal load of an additionally engaged first frictional shift element, engaged additionally compared with normal shift logic, is reached, engaging a second additional frictional shift element of the transmission to assist with braking of the vehicle. ✓

17. (CURRENTLY AMENDED) The braking method for a vehicle according to claim 12, wherein further comprising the step of shifting a shift to a higher or lower gear with a different combination of frictional shift elements takes place, when a limiting thermal load of an additionally engaged first frictional shift element, engaged additionally compared with normal shift logic, is reached. ✓

18. (CURRENTLY AMENDED) The braking method for a vehicle according to claim 12, wherein the transmission further includes a separate frictional shift element acting on a drive output of the transmission and the method further comprising the step of additionally braking the vehicle is braked additionally or alternatively by actuating one of two at least one of another additional frictional shift element[[s]] in the transmission or [[a]] the separate frictional shift element acting on a drive output of the transmission. ✓

19. (CURRENTLY AMENDED) The braking method for a vehicle according to claim 12, wherein further comprising the step of, once the vehicle is substantially at ✓

rest, automatically engaging[[,]] one or more of a parking lock of the transmission and a parking brake of the vehicle is automatically engaged.

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20. (CURRENTLY AMENDED) A braking method for a vehicle having one of a change-under-load transmission, a continuously variable transmission, an automated shift transmission or a dual clutch transmission, ~~the method for use as a safety measure and replacement function~~ in the event that a working brake system of the vehicle fails, in particular a ~~X-by-wire brake system~~,

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in which the vehicle is braked ~~with help of by~~ a transmission by means of a defined engagement of frictional shift elements until the vehicle is substantially at rest, and a combination of frictional shift elements engaged when the working brake system of the vehicle fails[[,]] does not correspond to a shift logic of a gear during normal driving operation of the vehicle [[and]], the method comprising the steps of:

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starting from a gear engaged at a time when the vehicle's working brake system fails, engaging at least one additional frictional shift element of the transmission ~~is engaged~~ in such manner that drive wheels of the vehicle undergo one of a maximum or a specified braking, but such that the vehicle's drive wheels are not locked while an actual speed of the vehicle is greater than a defined value,

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setting one of a shifting pressure or a torque ~~is set at for an additional engaged~~ first frictional shift element, ~~engaged additionally compared with the normal shift logic, [[a]] with the set~~ shifting pressure or torque to be set, being determined as a function of one or more of a brake pedal actuation force, ~~an ACC-radar sensor (distance control unit)~~ a distance to another vehicle and an actual speed of the vehicle.

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21. (CURRENTLY AMENDED) A braking method for a vehicle, for use as a safety measure and replacement function in an event that a ~~X-by-wire~~ brake system of the vehicle fails, the vehicle is braked ~~with help of by~~ a transmission by means of a defined engagement of frictional shift elements until the vehicle is substantially at rest, and a combination of frictional shift elements engaged when the working brake system

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of the vehicle fails[[,]] does not correspond to a shift logic of a gear during normal driving ✓
operation of the vehicle, the method comprising the steps of[[;]]: ✓

engaging at least one additional frictional shift element of the transmission,
starting from a gear engaged at a time when the vehicle's working brake system fails,
in such manner that drive wheels of the vehicle undergo one of a maximum or a
specified braking, but such that the vehicle's drive wheels are not locked while an actual
speed of the vehicle is greater than a defined value,

setting one of a shifting pressure or a torque [[at]] for an additionally ✓
engaged first frictional shift element, engaged additionally compared with the normal ✓
shift logic, [[and,]] with the set shifting pressure or torque being determined as a function ✓
of one or more of a brake pedal actuation force, a distance to another vehicle and an ✓
actual speed of the vehicle. ✓

~~determining one of a shifting pressure or torque to be set, as a function~~ ✓
~~of one or more of a brake pedal actuation force, an ACC-radar sensor (distance control~~ ✓
~~unit and an actual speed of the vehicle.~~ ✓